

號一十一百三千五第 日八十月二十年戌甲治同 HONGKONG, MONDAY, 25th JANUARY, 1875. 一拜禮 號五十二月正英 香港 [PRICE \$24 PER MON

Intimations:

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY MEETING OF
THE SHAREHOLDERS in the Company
will be held at the Company's Office, 39
Queen's Road, Victoria, at 3 o'clock in the
afternoon of **THURSDAY, the 18th February**
next, for the purpose of receiving a Statement
of Accounts, and the Remuneration of the Directors,
for the Year ending 31st December, 1874.

THE TRANSFER BOOKS OF THE COMPANY
WILL BE CLOSED from the 5th to the 18th
February, both days inclusive.

By Order,
JAS. B. COUGHTRIE,
Secretary.

23d 147 Hongkong, 23rd January, 1875.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

THE STEAMSHIP Oregonian, will be des-
patched hence for Yokohama, to connect

M. G. B.

74 145 Hongkong, 24th January, 1875.
 THE CHEQUE BANK, LIMITED.
 THE CHARTERED MERCANTILE
 BANK OF INDIA, LONDON, AND
 CHINA supplies Cheque-Books of the
 CHEQUE BANK, LIMITED, on payment of
 the necessary amount.
 By Order,
 S. J. NICOLLS,
 Secretary.
 145 Hongkong, 22nd January, 1875.
 HILL & SILL

MPAGNE.
MONO

Apply to
DEEYEN & Co.,
Sole Agents for China and Japan
at 144 Hongkong, 23rd January, 1875.
PACIFIC MAIL STEAMSHIP COMPANY
NOTICE.
ON AND AFTER MARCH 1st, 1875, the
Dates of SAILING of the Company's
Steamers from HONGKONG for SAN FRANCISCO

FIFTEENTH of each Month

When these with land
Day of Sailing will be the PRECEDING
SATURDAY.
G. B. EMORY,
Acting Agent
24d 141 Hongkong, 23rd January, 1875.
FOR SEANGHAI.
THE Steamship
"NANKIN"
Brace, Master, will have immediate despatch
for the above Port.
For Freight or Passage apply to
STUBBS & Co.
149 Hongkong, 25th January, 1875.

Practices to Consider

STEAMER MALAKA,
PENANG, AND SINGAPORE.
CONSIGNEES of Goods by the above
Steamer are hereby notified, that the On-
go is being landed and stored at their
into the Godowns of the HONGKONG WHARF
AND GODOWNS, whence delivery may be ob-
tained.

Goods remaining in Store after the 2nd. Feb.
a.c. will be subject to rent.

OPTIONAL CARGO will be forwarded, if
unless applied for by the Consignees before
Noon TO-DAY, the 25th inst.

Consignees are also informed that, before

bond for contribu

SIEMSEN & Co.
148 Hongkong, 25th January, 1875.
BRITISH STEAMER SCOTLAND FROM
LONDON AND SINGAPORE.

CONSIGNEES of Cargo, by the above
Steamer are hereby informed that the
Goods are being landed and stored at their
respective Godowns of Messrs. J. S. Hook, Sons
& Co., from whence delivery may be obtained.
Optional Cargo will be forwarded, and
notices to the contrary be given before 5 P.M.

remaining in Go
will be subject to re
Tadina will be con

149 "Hongkong, 29rd January, 1875.
NOTICE TO CONSIGNEES.
CONSIGNEES of Cargo per British Bark

ated to take immediate
ods from alongside.

and stored at Consignee's risk and expense.
 Bills of Lading will be countersigned by
 Wm. PUSTAD & Co.
 Agents
 27 Hongkong, 4th January, 1875.
 OCEAN STEAMSHIP COMPANY.
 CONSIGNEES: per Company's steamer

is being discharged
at the Godowns of the

Goods will be ready for delivery from Craft
Godown on and after the 21st January, 1875.
Goods undelivered after 28th January, 1875
will be subject to Rent.
BUTCHER & SQUIRE, Agents,
83 1/2 Hongkong, 21st January, 1875.

NOTICE TO CONSIGNEES.

**PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.**

S. S. HYDRAES.
CONSIGNEES of Cargo by the above-named
Steamer, from Bombay and Intermediate
Ports, and in connection with the S. S. *Milner*,
from London, are hereby notified that
their Goods are being landed and stored
in their Bins in the Company's Godowns at Y.
Point, whence delivery can be obtained for
this date.
Goods not delivered by the 26th inst. will
subject to Rent.
Consignment Cargo will be forwarded by
following Steamers, unless notice to the

_____A.

GERMAN STEAMER "CASSANDRA"
FROM HAMBURG, PENANG, AND
SINGAPORE.

CONSIGNERS of Cargo by the a
Steamer are hereby informed that

Godowns of the
delivery may be ob

Optional Cargo will be forwarded, unless
 notice to the contrary is given until 5 P.M.
DAY.
 Goods remaining in store after the 14th

of Lading will be C
Wm.

82. Hongkong, 5th January, 1875.

**RAATION OF AFRICA.—LETTER
FROM MR. STANLEY.**
M. Stanley, who has gone out to
for the *Daily Telegraph* and *New York*
describes part of his journey up
Rufiji, in a letter dated from Zanzibar,
9th :—
sailing gloriously along, and the Klan
his violent people were left far be-

sailed gloriously along, and the Klau
his violent people were left far be-
and after bond had been safely rounded,
stains were seen more distinct, when
only stopped and half keeled over. Our
was furrowing the sand at the stern,
now, though drawing but two feet, was
extricating her from her position, we
another spot, and, after great difficulty,
to cross the bar. The sun was fair-
and seemed to burn into our brains.
died near, and came only in cat-

the current was not very rapid, as the
broad at this place; but it was such
work, with the cars that we had
become subjects of derision to the jour-
nalists. However, we per-
sisted, with one sail hoisted, we managed
along, and make progress, though
we were requested to halt a second time
more people; but we paid no heed to
except to answer an occasional question,
except was a crowd of women along

and our continued progress, despite
his threats and commands, seemed to have
thrown them into a stupor of rage. At one
few miles above the larger settlements
a friendly voice shouted out, "You
go further with that big boat; there is
ahead"; to which we answered cheerily,
"precisely what we came to know, and
we'll try, and if not able to go ahead we
return."
A mile above the village the river

to about 300 yards. The low shores
to be but dried sandbanks, and right
from side to side the water rippled un-
der with every indication of a stubborn bar,
as, as they looked at it, said at once
had come as far as we could go in the
flat. We pushed on, however, and went
on. We unspiced the rudder, hauled
the sail, and manned fourteen cars, and
the numerous shores to the exhilarating boat-
plunged forward, one of the young
men sounding ahead. Again and again

it, but of no avail; over again we
 id the sands, and stoek fast. Above
 and bar, which is about 200 yards in
 the river resumes its usual depth, but
 navigation is impeded by sand bars.
 deliberating as to what had best be
 concluded to return and explore the
 her principal exits from the delta, the
 bu and the Kikuna, and then visit
 island, opposite the Rajfi delta.
 descending the river the natives shouted
 us. "We know why the Waasana have

the Redji. You came here to find out the slave-trade—to catch the slave-Returns, and tell the other white that we will not have the slave-traders and nor their road crossed.”

The chief was so furious that he followed us a mile with his men, cursing us and the most violent language and gestures; fortunately for him, he confined himself to a verbal demonstration of hostility.

The second day we entered the magnificent

boat, and eight hours after commencing
cent, arrived at the sea. Then, setting
sailed north again, and two hours later
crossed the noble estuary of the Kikunin
of the delta, and, before a vigorous
and an incoming tide, sailed up the river
ore, and at night anchored at the mouth
be Creek. At noon the next day we had
the Simbo-orange, and descended that
to Summing, where we were greeted
ndness by the people of that island.
a island we ascertained to be a most

island, abounding in palm-groves and
sac, or gardens. It is the third island in
the Sultan's dominions. Situated
to the delta of the Ruffi, it seems as if
by nature at this position as the entrance
mainland, which is but ten miles distant.
of large tonnage could ride securely at
within 500 yards of Kimia Maia, a
which the Admiralty charts absurdly call
Bang Point. Were not my letter already
of great length, I could easily point out
advantages of securing a portion of Meia

the district in the neighbourhood of Mañi—as a place to plant a colony of slaves; from which locality, after instructed preparation, they might emerge as rising traders with the interior, via the River. But I must leave these remarks to a future letter, for I must now hasten to an unprejudiced opinion upon the value of exploration of the Bujji.

It has lost but little in my estimation
I failed to ascend higher than Kieu in
built for ocean-sailing. Had I possessed
Lady Alice, which Mr. Messenger of
ington, was building for me—and which
I arrived by this mail—I could have
ed, I believe, a couple of hundred miles
more, with my entire escort of armed
For exploration, prudence requires that
it be prepared for all contingencies; that
shall be men sufficient accompany the

er to enable him with few men to make a defence if attacked. Our gig would convey eight men and a wheel's worth, but she would not have us really independent of the land, nor enough to resist attack, which would endanger the success of our great y. As I look at the *Lady Alice* I find her of sufficient capacity to convey up any force of 25 men, with a month's provi- yet she draws but 12 inches loaded. She is in length, 6 feet beam; built of best

ceder, in water tight compartments, the duplicate of this boat would enable any man to proceed up the Rufiji as far as any canoe, after which the report of such a return, of the navigability of the river would settle the question for ever. In the meantime, so far as we ascended, the river must be classed as a navigable river. The steamer "Sir John Glover" possessed on the 10th, or 11th, after the model of an ocean river-steamer, may proceed up the river with a cargo of about 150 tons.

The work of exploration also clears up the
 difficulties of annihilating the overland route
 slave-trade. Steam launches properly
 fitted for river navigation, commanded by
 men familiar with river navigation, assisted
 by guides procured at Samuza Island, may
 reach either up the Moxamba or Simbo-
 a mouth of the Rufiji, and, towing up
 them a few light dumboes loaded with

people anchor them at Jante; and, pro-
ceeding lightly loaded, could capture a few
caravans, and bring down their proprie-
ties to be punished at Zanzibar. Any slave
acting discreetly and energetically, could
within four days a most effective and
blow at the land slave-trade. Such a
mode of action at intervals of a few weeks
not fail to be followed by results
would gratify and astonish every
man in England. Mafia Island, off Kie-
Mafia, offers an capital rendezvous for

an-of-war during the absence of hermes; but if I may suggest anything from experience of this river, I would advise that officers charged with this duty should not of those who have experience and who volunteered for this important duty; that an-of-war should be appointed specially to this river work, properly equipped with one steam vessel, which might navigate upstream without detriment to the good of a small stern-wheeler, which any Eng-hames shipbuilder could construct, draw-

tain 18 inches of water, armed with one steel steel 7-pounder gun and a couple of tubes, with a crew of 40 men, could for solve the problem of how to stop the East an slave trade.

my objection to your bid was that you were a
"traders" trucks, and have informed you
my exploration of the Radji suggests
it be done to crush the now established
slave traffic.

It should not have been at such pains to find
out what I have given you above if I did not
trust my soul that the Government of
Britain, which has expended so many
sums for the suppression of this slave
traffic, for the small sum of £5,000
to hope that her great mission in East

... was approaching its successful accom-
plishment, and so enable all men to cry *Lauds*

